March 10, 2004

AIRMEN STANDARDIZATION AND EVALUATION

I. PURPOSE: To develop an effective airmen standardization and evaluation program within the Louisiana Wing. Current CAP regulations provide guidance for the qualification and conduct of CAP airmen and aircraft. This policy promulgates the formalization of procedures for administration of airmen standardization and evaluation personnel that will ensure the compliance to CAP National and Wing Supplemental regulations.

II. STRUCTURE: The Louisiana Wing Commander will appoint a Wing Standardization and Evaluation Officer who will in turn staff an organizational structure as shown in Attachment 1. The best scenario would be to have one person in each position. If a position cannot be filled, then personnel may perform the duties of more than one position as long as he/she is qualified and appointed. These positions are not Wing staff level, but only assignments as assistants to perform certain duties in the Standardization and Evaluation program. The Standardization and Evaluation Officer and Chief Check Pilot should remain as two individuals in order to conduct an effective program.

The check pilot force will fluctuate along with the size of the pilot force. A minimal highly qualified check pilot force will be maintained for standardization and training effectiveness. If requirements dictate a reduction in the check pilot force, the Standardization and Evaluation Officer will recommend to the Wing Commander to rescind the no longer required check pilot's orders. This does not mean the check pilot being removed from orders has failed in his duties.

Additionally, the Standardization and Evaluation Officer can recommend to the Wing Commander that a check pilot be rescinded from orders if he/she has not satisfactorily passed the evaluation ride or has been remiss in the satisfactory performance of his duties. This action will be documented in writing to the Wing Commander by the Standardization and Evaluation Officer and contain the pertinent reasons for requesting suspension from duties.

The Standardization and Evaluation Officer and/or the Chief Check Pilot may conduct spot evaluations of check pilots performing evaluation rides in order to determine the effectiveness of the appointed check pilots and the overall program.

The tenure time of the Wing DOV should be considered when conditions arise that precludes fresh ideas and continual effectiveness of the program.

Duties are to coordinate all airmen standardization and evaluation issues within the LA Wing and in accordance with National guidelines. He/she will conduct an effective Standardization and Evaluation Program within published guidance to include duties in CAPR 20-1, CAP Pamphlet 212, and CAPR 60-1.

In order to perform the task effectively, the Standardization and Evaluation Officer will appoint an assistant staff to cover duties of Check Pilots and may appoint a further staff to assist in training and evaluation of areas such as Flight Release, Orientation Pilots, and Flight Proficiency. These positions will be assigned as assistant Standardization and Evaluation positions with attention to the special duties. Annually, the DOV will analyze the pilot force and location and assist the Wing Operations Officer in evaluating assignment of aircraft to accommodate the pilot force. From this information, a determination will be made for the amount and location of check pilots to ensure an effective standardization and evaluation program.

Once a year, the Standardization and Evaluation officer will hold a seminar for all check pilots. This seminar will be in accordance with the National Check Pilot Standardization Course guidelines, are mandatory nationally every four years, and biennially by wing supplement to CAPR 60-1. It must be attended by all check pilots before appointment on orders. The recommendation and evaluation may be conducted before check pilot course attendance, but will not be place on orders until completion of the course.

ASSISTANT STAFF POSITIONS

1. Assistant Wing DOV/Chief Check Pilot: The Chief Check Pilot will provide for the hub of the evaluation duties. Duties are to assist the Standardization and Evaluation Officer in conduct of the wing standardization and evaluation program. The Chief Check Pilot along with the Standardization and Evaluation Officer will provide initial evaluation rides for all check pilots. The Chief Check Pilot will coordinate with the Standardization and Evaluation Officer in the conduct of the annual Check Pilots Course. He/she will assist in determining the special emphasis items needed for review and will attend the proficiency clinics held each year.

2. Squadron DOV/Check Pilot: The appointed Check Pilots will provide for the spokes of the evaluation duties. Commanders of units that are flying squadrons should assign the designated Check Pilot as Squadron DOV, as this individual will be responsible for the pilot evaluations in their assigned area.

Duties include performing the required evaluation rides to the pilots within the assigned area. This does not preclude the conduct of evaluations in other areas on an as needed basis. He/she will evaluate whether requirements exists for additional Check Pilots in his/her area and provide recommendations for those check pilots when needed. The Check Pilot will have oversight of those additional check Pilots appointed to assist him/her.

In addition to Form 5 evaluations, Check Pilots should ensure applicants complete administrative duties in processing required paperwork, as this will be part of the yearly evaluation. Check Pilots should evaluate pilot files at the unit level to ensure CAPR 60-1 administrative records are in compliance. Check Pilots themselves need to ensure their process knowledge and provide the "final review" to ensure all requirements are met. Opportunities to provide training in these areas should be actively sought and completed.

Additionally, the Check Pilots will monitor the area pilot force and notify the Wing Standardization and Evaluation Officer of any known deficiencies in the current pilot activities. He/she will assist in maintaining a current pilot roster by determining whether pilots are out of currency, have left, or transferred from the Wing.

3. Assistant Squadron DOV/Assistant to Check Pilot: If the amount of evaluations cannot be effectively conducted by the assigned check pilots, assistant Check Pilots may be recommended by the squadron Check Pilots with approvals through the Chief Check Pilot and the Standardization and Evaluation Officer via Attachment 2, followed by written orders by the Wing Commander. The initial evaluation ride will be conducted with the Chief Check Pilot or Standardization and Evaluation Officer. Subsequent annual rides can be accomplished with the respective Squadron Check Pilot when approved by the Standardization and Evaluation Officer.

These individuals should be assigned as the flying units Assistant Squadron DOV. Duties will be to assist the Squadron DOV/Check Pilot in the performance of his duties. These additional assistants will provide for check pilot variation for CAP Regulation 60-1.

4. Assistant Wing DOV/Mission Pilot Check Pilot Coordinator: A highly qualified and experienced Mission Check Pilot will be assigned. His/her duties will be to assist in coordinating mission pilot specific training and review for dual check pilots and regular mission pilots. He/she may be authorized to perform annual mission check pilot evaluation rides to mission check pilots during the national check pilot course.

5. Mission Pilot Check Pilot: Mission Pilot Check Pilots will meet all the requirements of a check pilot with the exception of the CFI requirements. He/she must meet the requirements of CAP Regulation 60-1 for application. He/she should demonstrate flight proficiency from the right seat and be able to demonstrate evaluation capabilities.

6. Assistant Wing DOV Training Coordinators: The Wing DOV may assign assistants with tasking as Training Coordinators to assist in training and evaluation in different areas. Several of the areas covered will be as follows:

a. Assistant Wing DOV Training Coordinator/Flight Release: This appointee will be familiar with the operational missions of the wing aircraft. He/she will meet all requirements of CAPR 60-1 for being a flight release officer. The main duties of this position are to assist in the proper training of flight release officers when requested by the Unit Commander(s). He/She will also provide support to assist the unit commander(s) in completion of those responsibilities assigned to unit commanders by CAPR 60-1, paragraph 4 -9a. Commanders will provide FRO appointee information to the wing DOV and records officer by completing pertinent portions of Apdx 2, so a list of all wing FRO's can be published at the Wing level.

b. Assistant Wing DOV Training Coordinators/Orientation Pilot: This appointee will be an experienced and current Orientation Pilot having provided orientation rides in both cadet and AFROTC programs for at least one year. He/she will be the focal point for all wing orientation pilots. Duties include providing cadet and AFROTC familiarization training to all recommended pilots. The coordinator will conduct a New Orientation Pilot Briefing Course and afterwards coordinate with the Chief Check pilot to conduct an Orientation Pilot Qualification ride before airmen are placed on cadet orientation orders. The recommendations for Orientation Pilots will come from Squadron Commanders and be transmitted via Attachment 2, followed by written orders by the Wing Commander.

The Coordinator will be responsible for reviewing any changes from National in the orientation program and send out noted changes to all cadet orientation pilots. In addition to the syllabus, the coordinator will ensure that all orientation pilots are capable to complete appropriate flight documentation and reimbursement requests.

The Orientation Pilot Coordinator will work with the Wing Cadet Programs Officer on flight scholarship opportunities. The coordinator should assist the Cadet Programs Officer in promulgating guidelines for qualifications, application, and selection. He/she will ensure all orientation pilots assist well deserving cadets in furthering their flight training through scholarship.

He/she will maintain a method of communicating with all orientation pilots in the wing. He/she will work with each to ensure maximum cadets from all squadrons have an opportunity to complete the orientation flight syllabus.

      c. Assistant Wing DOV Training Coordinator/Flight Proficiency: This appointee will act as the Project Officer or with an assigned project officer in conducting the proficiency clinics as detailed in Paragraph V. He/she will provide the DOV with feedback on pilot weak areas in order to contribute to the Special Emphasis program detailed in Paragraph III. Any pilots discovered not meeting the pertinent Practical Test Standards will be recommended for grounding in writing and assigned to work with a CAP instructor pilot. After completion of remedial training, a Form 5 evaluation ride will be conducted in accordance with CAPR 60-1, which states returning to the same check pilot. The Chief Check pilot may also evaluate this ride at the same time or an additional evaluation conducted. The coordinator will also work with project officers on special training areas such as GPS, instrument proficiency, etc.

      d. Airmen: All airmen exercising the privilege of operating CAP assets must take responsibility for knowledge of all national and wing requirements. It is imperative that an understanding be established beforehand that the annual Form 5 and Form 91 are evaluation rides and not training sessions. Attachment 7 of CAPR 60-1 provides information for Self-Conducted Proficiency every 90 days. An airman should conduct this self- evaluation and if any weaknesses appear, he/she should receive training from a CAP instructor pilot before scheduling an annual evaluation ride.

Additionally, the airmen will come prepared for an evaluation in accordance with Attachments 5 and 6 of CAPR 60-1. Showing up for an evaluation ride without being prepared, possessing the required completed papers, or not having access to reference material required for the flight, will jeopardize the successful completion of the evaluation.

All personnel involved with evaluation duties are encouraged to become FAA Aviation Safety Counselors. This will be coordinated with the local FSDO through the Standardization and Evaluation Officer. All Check Pilots are also encouraged to participate with any FAA seminars for DPE's and Instructors. Coordination for training attendance will be made by the Standardization and Evaluation Officer through the local FSDO Safety Program Manager. Each check pilot should embrace and recommend to all pilots participation in the FAA Wings Program.

III. SPECIAL EMPHASIS: Each Check Pilot conducting evaluation rides will provide input to the Standardization and Evaluation Officer on areas which appear to be weak but still satisfactory. This will be accomplished on the quarterly report. Copies of unsatisfactory evaluation rides will be forwarded to the Standardization and Evaluation officer within five days.

The Chief Check Pilot and Flight Proficiency Coordinator will work closely with the Wing Standardization and Evaluation Officer on determining areas that may need emphasis. Local weather patterns and topography can also dictate what items may be reviewed. A review of CAP national accidents and incidents and of U.S. general aviation population will also provide topics for discussion. These emphasis items will be passed to CAP pilots through the proficiency clinics. Instructor Pilots should familiarize themselves with these areas and encourage practice with squadron pilots. Check pilots will pay particular attention to these areas during evaluation rides.

Squadrons with aircraft attached should readily embrace any assistance from the local FAA district office. Periodic request for safety materials, presentations, and check pilot evaluations should be requested in addition to sponsoring flight clinics.

IV. INSTRUCTOR PILOTS: The Squadron Commander will recommend Instructor Pilots be placed on orders via Attachment 2. Each Instructor Pilot will obtain an evaluation ride of instructor skills with the Standardization and Evaluation Officer or Chief Check Pilot. The Stan Eval Officer may designate a Check Pilot to conduct this ride. The evaluating Check Pilot will forward the request after the evaluation ride to the Chief Check Pilot and Standardization and Evaluation Officer for approval followed by written orders from the Wing Commander.

The CAP Instructor Pilot force plays a vital role in assisting the pilot force in maintaining a proficiency level and possibly increasing rating levels. Instructor Pilots must take their responsibilities with the utmost seriousness. Many Check Pilots will also conduct duties as Instructor Pilots. It is imperative that all Check Pilots be able to distinguish between the two hats they may wear. An applicant for a Form 5/91 Evaluation ride is to be prepared for such a ride, not a see as it goes ride. If there is any doubt that an applicant is not prepared, then he/she should work with an Instructor Pilot first. If the Instructor Pilot will also perform as the Check Pilots, then such distinction to a training flight must be clear. If an applicant desires evaluation, such actions will be taken by the Check Pilot to evaluate and not train. If the applicant does not pass the evaluation ride, it will be documented as unsatisfactory and the flight concluded. Training and proficiency will be obtained and then a re-evaluation ride scheduled. The best scenario is not to have the check pilot provide both evaluation and training to the same applicant. However, there are many cases when this is inevitable, so it is imperative that the check pilot be able to distinguish roles and act accordingly.

V. PROFICIENCY CLINICS: The Wing Commander may budget each year for Proficiency Clinics to be conducted throughout the wing. These proficiency clinics will allow for presenting the special emphasis needs found throughout the previous year. The Flight Proficiency Coordinator will be the project officer or work with an assigned project officer. He/she will be tasked with arranging for the conduct of the proficiency clinic. This does not preclude squadrons from sponsoring approved CAP flight clinics in accordance with CAPR 50-11.

All current CAP pilots should attend one clinic a year. The clinics will consists of ground training review and a flight evaluation ride with some special emphasis items. This will not normally be an annual Form 5 evaluation ride, but targeted to specific areas. Pilots exhibiting weaknesses will have their Squadron Commanders notified and training recommended in weak areas. The evaluation pilot can recommend to Squadron Commanders a special flight check. In accordance with CAPR 60-1, commanders can require pilots to complete a special flight check, suspending the pilot's privileges pending completion. Any pilot not meeting pertinent Practical Test Standards will be recommended for grounding in writing and assigned a CAP instructor pilot for remedial training.

The Flight Proficiency Coordinator and project officer will provide the DOV with the ground syllabus, a list of attendees, and a list of evaluation flights completed with specific recommendations to areas of weakness discovered. These clinics are not to be confused with regular Flight Clinics within the scope of CAPR 50-11. Individual squadrons should continue to conduct Flight Clinics in conjunction with the FAA Safety Program and seek reimbursement accordingly.

VI. STANDARDS: All qualifications, standards, and re-currency for this program are found within current national and wing CAP and FAA regulations.

VII. ADMINISTRATION: Attachment 2 Form LA601A, makes for easy recommendations, approvals, and documentation for stated positions. For **initial** appointments of Check Pilots, Instructor Pilots, Orientation Pilots, and Flight Release Officers the LA601A will contain required endorsements and be routed to the DOV. For **renewals**, the LA 601A is only needed for check pilots and repeat endorsements are not required. If not a check airmen, then normal LA 601 routing procedures apply. Current approved procedures for Wing Commander written orders will remain in place and are the final approval.
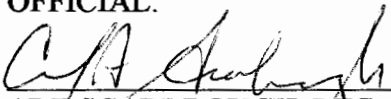
All Check Pilots must receive an annual evaluation ride by the Standardization and Evaluation Officer or a designated check pilot. A copy of this annual Check Pilot Form 5 will be forwarded to the Standardization and Evaluation officer along with the renewal portion of the Attachment 2. No further endorsements are required unless a new designation is being added. The comment block of the Form 5 will state "Annual Check Pilot Evaluation". The Check Pilot receiving the annual ride should ensure that the Wing 60-1 Supplement requirement for biennial NCPSC attendance is current and copy on file with the DOV. This attendance may be waived once by following Wing 60-1 Supplement procedures. National requirements cannot be waived.

In order to comply with National deficiency reporting requirements, all check pilots will report evaluation failures. An email to the DO, DOV, and Chief Pilot notifying of the failure will be sent as soon as possible, followed up by mailing a copy of the failed evaluation within five days to the DOV. Additionally, a compilation of activity will be reported on a quarterly basis by the fifth of the month following the quarter. This will consist of the number of Form 5/91's given and the number failed with noted deficiencies compiled. In order to standardize and make this effort easier, Attachment 3 will be used for faxing or emailing results to the Standardization and Evaluation Officer.
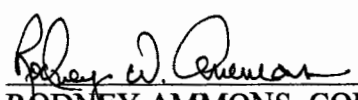
The Short Notice Inspection of units with a flying program will be conducted in accordance with CAPR 60-2.

Communication amongst the standardization and evaluation structure is paramount. Input both positive and constructive criticism needs evaluating in order to remain an effective program. This evolution is a dynamic one and must change as needed. In order to quickly communicate all check pilots and instructor pilots should have access to an email account and provide the address to the Records officer and the Standardization and Evaluation Officer.

OFFICIAL:

DATE: 13 March 04

ART SCARBROUGH, LTC, CAP
DIRECTOR OF OPERATIONS

DATE: 18 March, 2004

RODNEY AMMONS, COL, CAP
LA WING COMMANDER

Attachment 1

WING STANDARDIZATION AND EVALUATION OFFICER

- ASSISTANT WING DOV/ TRAINING COORDINATOR ORIENTATION PILOT
- ASSISTANT WING DOV/ MISSION CHECK PILOT COORDINATOR
- ASSISTANT WING DOV/ CHIEF CHECK PILOT
  - SQDN DOV/ CHECK PILOTS
    - ASSISTANT SQDN DOV/ ASSISTANT CHECK PILOTS
- ASSISTANT WING DOV/ TRAINING COORDINATOR FLIGHT RELEASE
- ASSISTANT WING DOV/ TRAINING COORDINATOR FLIGHT PROFICIENCY
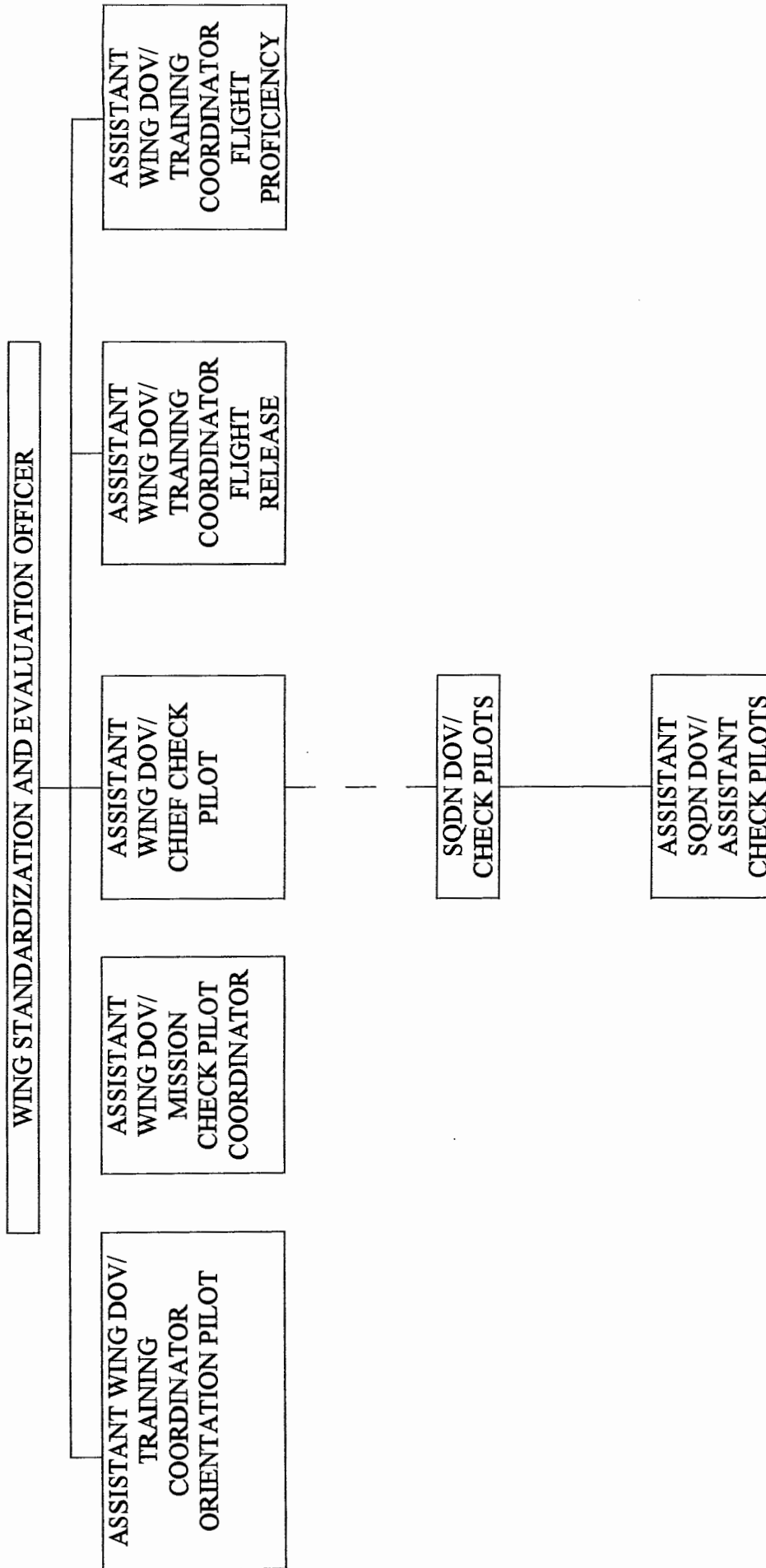
LA WING AIRMAN DESIGNATION RECOMMENDATION

Rank / Name: _____ Date (dd/mmm/yy): _____

Address: _____

Contact Phone #: _____ Email: _____

☐ **INITIAL EVALUATION** ☐ **RECURRENT EVALUATION**

COMPLETE THIS SECTION FOR INITIAL EVALUATION ONLY

Squadron: SWR-LA- Squadron Name: _____

CFI Certificate #: Instructor Ratings: ☐ CFI ☐ CFII ☐ MEI

CFI Expiration Date: (dd/mmm/yy):

Total Hours Instruction Given: _____ Total PIC Hours: _____

Number of years as a CFI: _____ ☐ Instructing Part 141 School ☐ Instructing Part 61

Currently Instructing: ☐ Part Time ☐ Full time ☐ CAP Only ☐ Not Currently Active

Number of years as a CAP Instructor Pilot: _____ Number of Years in CAP: _____

CURRENTLY ON ORDERS: ☐ Instructor Pilot ☐ Check Pilot ☐ Flight Release Officer

☐ Orientation Pilot ☐ Mission Check Pilot

☐ **REQUESTING ORDERS:** ☐ **RENEW ORDERS:**

☐ Check Pilot ☐ Assistant Check Pilot ☐ Mission Check Pilot

☐ Instructor Pilot ☐ Flight Release Officer- Course Cert Date: _____

☐ Orientation Pilot - Brief Date: _____

Corporate Aircraft N#: _____ Airport Based: _____

Squadron: SWR-LA- _____ Sq Commander's Signature: _____

Assigned Evaluator: _____   _____
                        Print Name   Signature

Evaluation Ride Date: _____ Ground Training Hours: _____ Eval Flight Hours: _____

Comments:

Chief Check Pilot: _____ Recommend for orders: ☐ YES ☐ NO
                        Signature   Date (dd/mmm/yy): _____

Comments:

Stan Eval Officer: _____ Recommend for orders: ☐ YES ☐ NO
                        Signature   Date (dd/mmm/yy): _____

Comments:

Wing Commander: _____ Approved for orders: ☐ YES ☐ NO
                        Signature   Date (dd/mmm/yy): _____

Comments: _____

Records Officer completed action and Stan Eval Officer Copies provided: Date (dd/mmm/yy):

LA Wing Form 601A, 1 DEC 04 (No Previous Editions)

EVALUATION RIDE RESULTS

Check Pilot: _____ QTR _____ Yr _____

TYPE CHECK	NUMBER GIVEN	NUMBER FAILED
CAPF 5 Check		
CAPF 91 Check		
CAPF 5G Check		
TOTAL		

Please identify individual items that were rated unsatisfactory on check rides. Indicate the total number of documented deficiencies for each item for the reporting period. Example: If 2 pilots failed check rides for "Go-around", then put "2" in the block to the right of that item.

REMINDER: FAILED EVALUATIONS NEED TO HAVE A COPY OF THE EVALUATION SUBMITTED WITHIN FIVE DAYS OF FAILURE!

FOR THIS REPORT THE NUMBER OF FAILED EVALUATIONS SHOULD MATCH THE NUMBER OF FAILED EVALUATIONS PREVIOUSLY SUMBITTED.

For rides that were given and considered satisfactory, comment here on weak areas (vice deficiencies) that should be addressed during Flight Proficiency Clinics:

_____
_____
_____
_____

Brief your squadron commander!

Email and Mail Contact:
Brian Capone
9152 Angus Ave
Zachary, LA 70791
gangstars@bellsouth.net

ATTACHED FORMS FOR REPORTING FAILED RIDE DEFICIENCIES. SUBMIT MONTHS ACTIVITY QUARTERLY TO DOV BY THE 5th OF JAN, APR, JULY, OCT

"REPORTS OF NO RIDES ARE STILL REQUIRED" i.e., A REPORT MUST BE SUBMITTED QUARTERLY!

Check Pilot's Name	Signature	Date

CAPF 5 Airplane Deficiencies

I. ORAL DISCUSSION		VII. INSTRUMENT REFERENCE MANEUVERS	
A. CAPF 5 Written Exam		A. Straight & Level Flight	
B. Review CAPR 60-1 & Supplements		B. Constant Airspeed Climbs	
C. Review Flight Release Procedures		C. Constant Airspeed Descents	
D. Review CAPF 9 Requirements		D. Turns To A Heading	
E. Local Procedures		E. Unusual Flight Attitudes	
II. PREFLIGHT PREPARATION		F. Radio Nav & Radar Services	
A. Certificates & Documents		**VIII. FLIGHT AT CRITICALLY SLOW AIRSPEEDS**	
B. Obtaining Weather Information		A. Full Stalls - Power Off	
C. Determine Weight & Balance		B. Full Stalls - Power On	
D. Determine Takeoff Performance		C. Maneuvering At Crit Slow Airspeed	
E. Determine Cruise Performance		D. Constant Altitude Turns	
F. Determine Landing Performance			
G. Cross-country Flight Planning		**IX. GROUND REFERENCE MANEUVERS**	
H. Airplane Systems		A. Rectangular Course	
I. Aeromedical Facts Understanding		B. S - Turns Across A Road	
III. GROUND OPERATIONS		C. Turns Around A Point	
A. Visual Inspection		**X. NIGHT FLIGHT OPERATIONS**	
B. Cockpit Management		A. Preparation & Equipment	
C. Starting Engines		B. Night Flight Procedures	
D. Taxiing		C. Factors Essential To Night Flight	
E. Pre-takeoff Check		D. Airplane & Airport Lighting	
F. Takeoff Briefing		**XI. EMERGENCY PROCEDURES**	
G. Post-flight Procedures		A. Emergency Approach & Landing (sim)	
IV. AIRPORT & TRAFFIC PATTERN OPS		B. System & Equipment Malfunction	
A. Radio Comm & ATC Light Signals		C. POH Bold Face Knowledge	
B. Surface and Traffic Pattern Operations		D. Emergency Descent	
C. Airport & Runway Markings & Lighting		**XII. APPROACHES & LANDINGS**	
V. TAKEOFF & CLIMBS		A. Normal Approaches and Landings	
A. Normal Takeoff & Climb		B. X-wind Approaches and Landings	
B. Crosswind Takeoff & Climb		C. Forward Slips to Landing	
C. Short-field Takeoff & Climb		D. Go-around	
D. Soft-field Takeoff & Climb		E. Short-field Approach & Landing	
VI. CROSS-COUNTRY FLYING		F. Soft-field Approach & Landing	
A. Pilotage & Dead Reckoning		**XIII. SAFETY AWARENESS**	
B. Radio Navigation		A. Clearing Turns and Collision Avoidance	
C. Diversion		B. Vigilance, Risk Management & Judgment	
D. Lost Procedures		C. Fuel Management	

CAPF 5 Airplane Deficiencies continued

XIV. INSTRUMENT PROFICIENCY		F. Determine Weight & Balance	
A. Ground Prep (WX, AC systems, Flt Plan)		G. Normal & Crosswind Takeoffs	
B. Air Traffic Procedures		H. Normal Climbs	
C. Compliance with ATC Clearances		I. Maximum Performance Takeoff & Climb	
D. Holding Procedures		J. Flight at Critically Slow Airspeed	
E. Flight By Reference to Instruments		K. Emergency Procedures	
F. Recovery from Unusual Attitudes		(1) System & Equipment Malfunctions	
G. Intercept & Tracking (VOR & NDB)		(2) One-engine Operation	
H. Instrument Approach Procedures		(3) Engine Failure/Takeoff Below VMC	
ILS/MLS Approach		(4) Engine Failure/After Liftoff	
VOR/VORTAC Approach		(5) Engine Failure/En Route	
NDB Approach		(6) Engine Out Maneuvering	
Circling Approach		(7) Approach & Landing	
Missed Approach		(8) Minimum Controllable A/S Demo	
XV. MULTI-ENGINE PROCEDURES		(9) Instrument Flight Procedures	
A. Airplane Systems and Operation		(a) Single-engine Precision Approach	
B. Use of Minimum Equipment List		(b) Single-engine Non-prec Approach	
C. Determine Takeoff Performance		(c) Single-engine Circling Maneuver	
D. Determine Cruise Performance		(10) Normal & Xwind Approach/Landing	
E. Determine Landing Performance		(11) Go-around	

Check Pilot's Name   **Signature**   **Date**

CAPF 91 Deficiencies

I. ORAL DISCUSSION			
A. CAPF 116 Written Exam Passed		**VI. EMERGENCY PROCEDURES**	
B. Mission Base Procedures		A. Low Altitude Engine Failure	
(Sign In, Flight Plans, Reimbursement		B. Ditching	
C. Air-to-ground Signals		C. Landing on Unprepared Surface	
D. Mission Safety Principles		D. Deteriorating Weather	
E. CAP Radio Procedures (as req)		**VII. MISSION FLIGHT MANEUVERS**	
F. Individual & Crew		A. 720 Degree Steep Turns	
G. Search Procedures		B. Turns About a Point	
H. Map and Chart Reading		C. Message Drop Procedure (verbal)	
II. PREFLIGHT PLANNING		D. Airspeed Control	
A. Determine Performance Limitations		E. Low Speed Maneuvering	
B. Obtain Mission Briefing		F. Low Level Navigation (without	
C. Gridded Sectional		H. Judgement	
D. Observer Briefing		**VIII. SAFETY AWARENESS**	
E. Fuel Planning & Reserve		A. Clearing and Collision Avoidance	
F. Ground Team Coordination		B. Vigilance	
III. VISUAL SEARCH PATTERNS & PROC		C. Cockpit Resource Management	
A. Locate Grid or Area (without		D. Risk Management	
B. Establish Search Altitudes			
C. Parallel Search Procedures			
D. Creeping Line Search Procedures			
E. Expanding Square Search Procedures			
F. Ground Team Coordination			
IV. ELECTRONIC SEARCH PATT & PROC			
A. Locate Starting Point (with & without			
B. Establish Appropriate Search Altitude			
C. VHF-DF Procedures			
D. Wing Null Procedures			
E. Aural (build-fade) Procedures			
V. MOUNTAINOUS TERRAIN			
A. Locate Grid/Area (with & without			
B. Establish Search Altitude			
C. Contour Search Procedures			
D. Canyon Search Procedures			
E. Ridge Crossing Procedures			
F. Communications Procedures			
G. Wing/Updrafts/Downdrafts			
H. Mountain Wave Effect			

Check Pilot's Name   **Signature**   **Date**